

(2) Amended Claims

1. (Cancelled).
2. (Currently amended) Reduction gearing ~~(40)~~ according to any of claims 5, 8, 11 or 12 claim 4, characterised in that the gear modules are mutually interchangeable, where for the same primary gear module different secondary gear modules can be used.
3. (Currently amended) Reduction gearing according to any of claims 5, 8, 11 or 12 claim 1 or 2, characterised in that the self-lock which is arranged on a first free-running gear wheel is formed as a torque-limiting coupling.
4. (Currently amended) Reduction gearing according to any of claims 5, 8, 11 or 12 claim 1, characterised in that the self-lock is formed as a single or double mechanical friction coupling, magnetic coupling or other brake coupling.
5. (Currently amended) Reduction gearing ~~according to claim 1, characterised in that~~ of an electrically operated actuator to control a gaseous or liquid volume flow in the field of heating, ventilation and air conditioning, fire or smoke protection, characterised in that a modularly constructed reduction gearing comprises a primary gear module with at least one drive motor and a secondary gear module with an output drive, wherein a self-lock is integrated, and said gear modules are connected together detachably, and wherein the self-lock has an outer friction surface with a large radius and an inner friction surface with a small radius, whereby with the same self-lock device, different values of resistance to a torque can be set.
6. (Previously presented) Reduction gearing according to claim 5, characterised in that the outer friction surface is formed on a spur gear of the primary gear module, and the inner friction surface on a housing part, or conversely.
7. (Cancelled)
8. (Currently amended) Reduction gearing ~~according to claim 7, characterised in that of an electrically operated actuator to control a gaseous or liquid volume flow in the field of heating, ventilation and air conditioning, fire or smoke protection, characterised in that a modularly constructed reduction gearing comprises a primary gear module with at least one~~

drive motor and a secondary gear module with an output drive, wherein a self-lock is integrated, and said gear modules are connected together detachably, wherein the self-lock is formed as an externally activated switchable coupling, and wherein the self-lock in the area of the inner friction surface can be locked with a protruding trip cam.

9. (Currently amended) Reduction gearing according to claim 8, characterised in that the gear wheel of the primary gear module is firmly connected with the self-lock, a housing part forms an annular outer friction surface with a large radius and a lifting bolt which is adjustable in an axial direction forms an inner friction surface.
10. (Previously presented) Reduction gearing according to claim 9, characterised in that the self-lock comprises a rotationally stiff locking spring which can be tensioned in the axial direction and is formed as a conical pressure spring, coil spring or leaf spring.
11. (Currently amended) Reduction gearing ~~according to claim 1,~~ characterised in that of an electrically operated actuator to control a gaseous or liquid volume flow in the field of heating, ventilation and air conditioning, fire or smoke protection, characterised in that a modularly constructed reduction gearing comprises a primary gear module with at least one drive motor and a secondary gear module with an output drive, wherein a self-lock is integrated, and said gear modules are connected together detachably, and wherein a gear wheel in engagement with the self-lock can be decoupled by way of a disengagement button on a housing cover.
12. (Currently amended) Reduction gearing ~~according to claims 1,~~ characterised in that of an electrically operated actuator to control a gaseous or liquid volume flow in the field of heating, ventilation and air conditioning, fire or smoke protection, characterised in that a modularly constructed reduction gearing comprises a primary gear module with at least one drive motor and a secondary gear module with an output drive, wherein a self-lock is integrated, and said gear modules are connected together detachably, and wherein a potentiometer for a position feedback can be coupled into a pinion of a last gear wheel in a direction of an output by way of a gear wheel with a shaft.
13. (Currently amended) Reduction gearing according to ~~any of claims 5, 8, 11 or 12~~ claim 1, characterised in that the drive motor is formed as a DC motor, brushless DC motor, sensorless DC motor or synchronous motor.

14. (Currently amended) Reduction gearing according to any of claims 5, 8, 11 or 12 ~~claim 1~~, characterised in that, with a view to the operating safety, an energy accumulator is integrated in a housing of the primary gearing.
15. (Currently amended) Reduction gearing according to any of claims 5, 8, 11 or 12 ~~claim 1~~, characterised in that the secondary gearing is coupled with a hollow shaft to drive a flap, a tap or a linear motor for a lift valve.
16. (Cancelled)
17. (Cancelled)
18. (Cancelled)
19. (Cancelled)
20. (Cancelled)
21. (Cancelled)
22. (Cancelled)
23. (Cancelled)
24. (Cancelled)
25. (Cancelled)
26. (Cancelled)
27. (Cancelled)
28. (Cancelled)
29. (Cancelled)